

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$25 per annum.

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The rate per quarter and per annum, proportionate.

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The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On September 24th, at "Tuscolum," Barker Road, The Peak, to Mr. and Mrs. A. G. COPPIN, a son. (659)

On September 13, 1910, at West Dulwich, London, the wife of G. W. Gordon, Comdr. P. & O.S.S. *Dalit*, of a son.

On September 15, 1910, at "Cower," Woking, Surrey, to Mr. and Mrs. G. Dingwall Maile, a daughter.

On September 19, 1910, at Shanghai, the wife of Arthur C. Stratton, of a son.

On September 15, 1910, at Kalling, the wife of Owen Warren, C. I. M. of a son. (Walter.)

MARRIAGE.

On September 20, 1910, at Shanghai, Agnes Mary Davitt to Gerald Kingsmill, of Shanghai.

DEATHS.

On September 18, 1910, at Shanghai, Reginald Leslie Rundle, Standard Oil Co., aged 44 years.

On September 17, 1910, in London, John Wilson, late Supt. of New Dock (Shanghai Engineering and Dock Co., Ltd.) by telegram.

On September 19, 1910, at Nagasaki, The Reverend William W. Standish, of the American Church Mission, Soerabwa.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 26, 1910.

CHINESE COAL.

Australian papers are viewing with some concern the experimental shipment of a cargo of 5,000 tons of coal from China to San Francisco last month. Reuters' despatch announcing the fact to our continentaries in the Commonwealth does not state the origin of the coal, but it is presumed that the activities of the Chinese Engineering and Mining Co., Ltd., have been responsible for the shipment to California of

the first consignment of the valuable fuel from the Company's pits at Tongshan to America. In noting the telegram in its columns, the Sydney *Daily Telegraph* observes that the fact as reported by cable that a shipment of 5,000 tons of coal has been sent from China to San Francisco "to test the market" is a remarkable example of the changing conditions in the East and of their effect upon the Australian outlook. Hitherto China has been a purchaser of coal from Australia, and in that sense an employer of Australian labour. But now it would appear that she contemplates entering the arena as a competitor with the Commonwealth for the coal trade of other countries. The extent of the Chinese coal deposits is known to be enormous, and as they become more easily accessible with the opening up of the country by railways a constantly increasing output may be looked for. By many glib talkers about employers and employees the position is often quite misunderstood. The employer in every case is the consumer to whom both the capitalist and the labourer stand in the relation of employees. As a large portion of Australian coal is mined for export, the employers, as far as this part of it is concerned, therefore, are foreigners to whom no arbitration awards made by the Courts can apply. They will employ the people who give them the best value for their money. Australia's great advantage is in the very high quality of her coal, but the quality of some of the new Chinese mines that are being opened up has yet to be seen. The whole question, however, is. What amount of heating and lighting power can be purchased for a given sum of money? Quality is one part of the question, price the other, and both have to be considered together. The Chinese miners work seven days a week, and there is no Arbitration Court to limit the number of hours from bank to bank. There is practically no loss of capital through idle plant. Labour is plentiful and cheap. Contractors require the protection of no strike clauses. If American consumers or others outside the jurisdiction of Australian laws choose to take advantage of these conditions and employ Chinese or Japanese to get coal for them, the Commonwealth Government cannot insist on their giving preference to Australians, whether they be unionists or non-unionists. Australia must give them as good value as they can get elsewhere, or abandon the trade. As long as Australia had a monopoly of opened-up mines she was able to get monopoly prices in the foreign markets within a commercial radius of her ports, but if others are coming into the field that advantage will disappear. The ocean highway is free to all, and Australia is as powerless to exclude Asiatic seamen from competing for the foreign trade as Asiatic miners or Asiatic shipbuilders. It is no use ignoring these facts; they are there and will make themselves felt, whether Australia recognise them or not. Australia may draw a fiscal ring fence round local Commonwealth industry and impose what conditions she pleases within that narrow circle, but she cannot dictate terms to the people of other countries from whom she seeks employment at producing articles for export.

LOCAL AND GENERAL.

A MATIV was awarded one month's hard labour at the Magistracy this morning for stealing a quantity of *ginseng*.

AN innovation has been made in naval gunnery. A squadron of the Home Fleet *Dreadnoughts* fired simultaneous broadsides at a huge target in the Channel, at a range of five miles, and demolished it in three minutes.

A TWELVE-YEAR-OLD Portuguese youth was brought up at the Magistracy this morning for stealing a gold ring and brooch and a silver chain of the total value of \$30. He was bound over to come up for sentence when called upon.

A BANY girl was born in the Alma village at the White City on August 31. The child, which has the distinction of being the first of its race to be born outside the country of the Ainu, will be given a name in commemoration of the Exhibition.

THERE has been a report current that the Shanghai Stock Exchange is thinking of starting an opposition to the auction sales room of dealers in shares, but no direct confirmation or denial of this report was obtainable from any of the brokers.

THE steamer *M. S. Dollar*, recently reported as ashore below Hsankow, arrived at Shanghai on Monday and was at once docked in the International Dock. It is reported that the steamer was trying to avoid a lanch when she was caught by the current and set ashore.

THE local agent of the Chinese Engineering and Mining Company courteously informs us that the local output of the Company's three mines for the week ending 19th inst. amounted to 23,127.65 tons and the sales during the period to 14,776.64 tons.

WE are given to understand that a serious disturbance broke out among a number of American blue-jackets at Wanchai yesterday, as a result of which a Japanese child met its death. It is reported that a lighted lamp was thrown by a Chinese sailor, of which the child was sitting on the deck. The child was killed instantly, and the disturbance was caused by the sailors' refusal to pay for the funeral. The case will be discussed in Police Court proceedings tomorrow morning.

Kowloon Railway Piers.

ERECTION RIGHT SOLD.

STAR FERRY CO. THE PURCHASERS.

At the offices of the Public Works Department this afternoon, Mr. A. J. Darby, land surveyor, put up for sale by public auction the right of erecting and maintaining a pier over Crown foreshore opposite Ice House Street also of two subsidiary piers when the increase in the railway traffic may demand their construction. There were only two bidders for the pier rights. The reserve price was \$15,000 and the Hon. Mr. E. Osborne, secretary of the Star Ferry Co., Ltd., started the first bid of \$15,000. This was covered by Mr. Li Ping Kwong between whom and Mr. Osborne the price was run up to \$17,500 by successive bids of \$100 each. At the last named figure the Hon. Mr. Osborne was declared the purchaser on behalf of the Star Ferry Co.

We understand that at first one side of the pier will be exclusively reserved for the railway traffic, while the other half will be used for the ordinary Kowloon service. It will be some time before the new pier can be constructed and as for the smaller landing stages it may be years before there will be any necessity for their erection.

THE WRECK OF H. M. S. "BEDFORD."

The following is from the *Nagasaki Press* of September 17:—The *Mitsu Bishi* salvage steamer *Oura-maru* returned here on Thursday night from the Quelpert. Her officers report that the *Bedford* is practically in the same condition as when she was last visited. At low tide the deck is well above water and at a distance it is difficult to imagine that the cruiser is a hopeless wreck. As she is hard and fast on the rock, it is not expected that there will be much change in her condition for some time to come. This trip the *Oura-maru* could only engage in salvage work on one day owing to the bad weather, and little was accomplished. It is not yet known if the salvage steamer will return to the wreck.

THE S.S. "PROTEUS."

SUCCESSFULLY RE-FOATED.

The C. E. & M. S. *Proteus* (chartered) arrived in the Hsankow yesterday evening, reports the *M. C. D. News* of 20th inst. She was refloated, after being a ground at Drinkwater Point, North Channel, since the 4th instant by the salvage party dispatched by the New Engineering and Shipbuilding Co., Ltd., assisted by the Kichien Tag and Transportation Co., Ltd. *Shun Feng*. The *Shun Feng* was sent down to Wansong to help the *Proteus* into port. The *Proteus* was expected to be docked at the Yangtze Dock at midnight last night and she will be examined immediately and estimates will be obtained for repairs. The refloating of the steamer reflects considerable credit upon all concerned.

TYPHOON WARNING.

The telegrams quoted below have been received from the Manila Observatory at the American Consulate-General, Hongkong:—

Cyclone or Typhoon over N. China Sea moving W.

Manila, September 25, 6 p.m.

Cyclone or Typhoon E. of Luzon, more than 300 miles distant, inclining northward.

Manila, September 25, 10.02 a.m.

Cyclone or Typhoon E. of Luzon, more than 300 miles distant, inclining northward.

WE have received from the local office of the Yokohama Specie Bank a copy of the Bank's first half-yearly report, which has already been printed in these columns.

THE jurors of the Japan-British Exhibition have awarded Mr. Louis Brenner, C.B., the grand prize (the highest possible award) for his gyroscopic monorial invention.

ACCORDING to an American correspondent, there is a craze for images of Buddha. No society bazaar in Washington is now complete unless it contains an image of Buddha.

IT is stated in Paris that the strictest measures will be taken to put down anti-militarist demonstrations in connection with the annual discharge of men from service with the colours.

A MODEL factory owner in the United States gave his workmen hot lunches at cost price, a free park with Sunday concerts, and a profit-sharing scheme. Some of them went on strike because the town in their model wash-house were sent to a non-union laundry.

A MATIV was arrested in the employ of the Medical Hall was charged before Mr. E. R. Hallifax at the Magistracy this morning with alleged forgery of a document whereby he attempted to obtain the sum of \$14. The defendant was formally remanded. Detective Sergeant Grant prosecuted.

SOME more of the Qiny's buildings give signs of collapse. Shoring operations are being conducted in respect of two houses in Possession Street and Des Voeux Road, respectively. The heavy rains which have fallen of late are believed to account for these wholesale destructions.

In loving memory of my dear Jenny, who died August 21, 1910, on the inscription on this beautifully engraved plate of a coffin which reposed on a couch in a house in York Street, *Camille*. Banished the lid, wrapped in a shroud, the life overtook, the body of a Java monkey, the property of Mrs. Mitchell, a seller's wife, to whom the animal had been brought from India ten years ago. Jenny contracted a cold which turned into rapid consumption, and though attended by a doctor for three weeks, grew worse and worse, and finally died.

The "Kumchow" Fire.

MARINE COURT OF INQUIRY.

THE FINDING: CONDUCT OF THE CREW CENSURED.

A Marine Court to inquire into the circumstances attending the fire on board the s.s. *Kumchow* the other day, was held at the Harbour Office this forenoon. Commander Basil Taylor, R.N., presided, and the Court was composed of Lieut. Henry Butterworth, R.N., Captain H. A. Hards, of the s.s. *Sunghwang*; Capt. W. C. Passmore, of the s.s. *Hatchley*; and Capt. F. Mooney, of the s.s. *Chit Shing*.

Mr. Reader Harris, of Messrs. Wilkinson and Grist, appeared on behalf of the master of the s.s. *Kum Chow*.

John Martin, Master of the s.s. *Kumchow*, was the first witness examined. He stated that the ship arrived at Hongkong on 27th August and was to sail on the afternoon of the 13th September with a general cargo. In the No. 1 hold was sugar, No. 2 hold Chinese goods—vermicelli, vegetables, &c. No. 3 hold principally. In the No. 4 were several cases of matches, bound for Saigon. He did not sail on the 13th, because he was delayed by arranging a charter which was not signed until 4.30, and he had to take 12 extra bunker for the voyage. He ordered the coal to be alongside as soon as possible, so as to sail the following morning. He gave orders for the coal to be got in and steam got up ready to sail at 10 a.m.

He expected the coal to be got in during the night; it was the usual practice. He was occupied with his agents until 8 p.m. and then went home. The ship had steam at 5 p.m. and kept steam up all night. The dynamo was not running. They never use electric light in port. They had a quartermaster on watch at night in harbour. When working cargo one of the mates superintended and when bunker coal was being got in the chief engineer superintended. He did not hear anything further from the ship before 6 a.m. on 14th, when his agent went to his house and told him that the ship was on fire. He got down as quickly as possible and got on board at about 7 a.m. When he got on board there was smoke coming from the No. 2 hold, and the fire was pouring water into her for another half an hour after, when the fire was extinguished. He only saw one fire-boat, with two fuses, on the port side. They had finished working cargo during the afternoon of 13th. No cargo was worked during the night.

By Capt. Passmore:—I gave the Chief Engineer instructions to see about the coal.

By Mr. Harris:—I expected the coal to come off early in the morning about 5 o'clock. I should have been quite satisfied with that. When I left the ship at 5 p.m., the cargo was all in. When I got on board in the morning, the saloon bridge deck, master's and officer's cabins, some passengers' accommodation in the starboard alleyway were all burnt out.

In answer to Lieut. Butterworth, who stated that there were 320 Chinese passengers on board when he left the ship; they were in the No. 1 and No. 3 'ween decks.

F. W. Jones, chief mate, also gave evidence. He stated that he superintended the getting in of the cargo, and it was all in by 5 p.m. on the 13th inst. In the No. 1 hold were 1,500 bags of sugar and about 10 cases of general cargo. In the No. 2 was a mixture of general cargo comprising tobacco, &c., in the 'ween decks were vegetables—onions, ginger, &c. In the No. 3 were 1,500 bags of flour and a general cargo. In the No. 4 were 100 pipes and general goods in cases. No matches that he was aware of were in the holds. There were also about 350 passengers in the Nos. 1 and 3 'ween decks and on the poop. After finishing stowage of cargo he remained on board. On leaving the ship the master told him to leave everything as it was until the next morning. He said nothing to him about the coal, or about what time they were to sail. At 11 p.m. a coal lighter came alongside port side and later a second one came on the starboard side. Coal coolies came in the lighters. They commenced coaling at once. He never left the deck after the coal came. At about 2.15 he was explaining to the coal coolies, through the quarter-master, that he must take off a ventilator on the bridge deck and strike the remainder of the coal down to the No. 2 lower hold, the bunkers being then full. He then heard shouting from the port alleyway and rushed down and found fire at the entrance to the No. 2 'ween decks (a door in the port alleyway leading to the starboard alleyway to the 'ween decks). He at once ordered the fire hose to be connected and the fire bell rung. The painted woodwork inside the doorway was what was on fire, and he tried to smother it with blankets, but he had to give it up, as the flames spread fast along the galleywork. The coal was being struck down through a square hatch in the port alleyway, which communicated direct with the bunkers. No coal came in the starboard side so far as he could see; it was passed through fiddling in baskets from port to starboard side. There was a hatch each side, leading to the bunkers which runs right across the ship. The hatch was about 20 feet above the door to the 'ween decks. As first the flames were confined to the wooden casing of the doorway and bulkhead, but it spread quickly to the 'ween decks and alleyway, and then to the saloon, then it spread to the starboard side, and up to the bridge deck where the master's room, wheel house, etc. were. The paint room also caught, but the oil was not consumed, as the water from the hoses protected it. The whole midship section of the ship was in a blaze within three minutes of the first alarm. He then found himself confronted with a wall of flame, through which it was impossible to get. He went down the ladder to 'ween deck (No. 2) with the intention of getting out through the cargo port, which he knew was open, and to go on deck again. He crawled over the bulk of vegetables nearly being suffocated by the smoke, and after much trouble got to the cargo port, and sang out for someone to throw him a line to climb up by.

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F. W. Jones, chief mate, also gave evidence. He stated that he superintended the getting in of the cargo, and it was all in by 5 p.m. on the 13th inst. In the No. 1 hold were 1,500 bags of sugar and about 10 cases of general cargo. In the No. 2 was a mixture of general cargo comprising tobacco, &c., in the 'ween decks were vegetables—onions, ginger, &c. In the No. 3 were 1,500 bags of flour and a general cargo. In the No. 4 were 100 pipes and general goods in cases. No matches that he was aware of were in the holds. There were also about 350 passengers in the Nos. 1 and 3 'ween decks and on the poop. After finishing stowage of cargo he remained on board. On leaving the ship the master told him to leave everything as it was until the next morning. He said nothing to him about the coal, or about what time they were to sail. At 11 p.m. a coal lighter came alongside port side and later a second one came on the starboard side. Coal coolies came in the lighters. They commenced coaling at once. He never left the deck after the coal came. At about 2.15 he was explaining to the coal coolies, through the quarter-master, that he must take off a ventilator on the bridge deck and strike the remainder of the coal down to the No. 2 lower hold, the bunkers being then full. He then heard shouting from the port alleyway and rushed down and found fire at the entrance to the No. 2 'ween decks (a door in the port alleyway leading to the starboard alleyway to the 'ween decks). He at once ordered the fire hose to be connected and the fire bell rung. The painted woodwork inside the doorway was what was on fire, and he tried to smother it with blankets, but he had to give it up, as the flames spread fast along the galleywork. The coal was being struck down through a square hatch in the port alleyway, which communicated direct with the bunkers. No coal came in the starboard side so far as he could see; it was passed through fiddling in baskets from port to starboard side. There was a hatch each side, leading to the bunkers which runs right across the ship. The hatch was about 20 feet above the door to the 'ween decks. As first the flames were confined to the wooden casing of the doorway and bulkhead, but it spread quickly to the 'ween decks and alleyway, and then to the saloon, then it spread to the starboard side, and up to the bridge deck where the master's room, wheel house, etc. were. The paint room also caught, but the oil was not consumed, as the water from the hoses protected it. The whole midship section of the ship was in a blaze within three minutes of the first alarm. He then found himself confronted with a wall of flame, through which it was impossible to get. He went down the ladder to 'ween deck (No. 2) with the intention of getting out through the cargo port, which he knew was open, and to go on deck again. He crawled over the bulk of vegetables nearly being suffocated by the smoke, and after much trouble got to the cargo port, and sang out for someone to throw him a line to climb up by.

By Capt. Passmore:—I gave the Chief Engineer instructions to see about the coal.

By Mr. Harris:—I expected the coal to come off early in the morning about 5 o'clock. I should have been quite satisfied with that. When I left the ship at 5 p.m., the cargo was all in. When I got on board in the morning, the saloon bridge deck, master's and officer's cabins, some passengers' accommodation in the starboard alleyway were all burnt out.

In answer to Lieut. Butterworth, who stated that there were 320 Chinese passengers on board when he left the ship; they were in the No. 1 and No. 3 'ween decks.

F. W. Jones, chief mate, also gave evidence. He stated

A QUESTION OF SIGNATURE.

CLAIM AGAINST A RE-UTRATUR.

Before Mr. Justice Haveland, Acting Police Judge, in the Court of Summary Jurisdiction this morning, E. A. Aboudy, of 32, Queen's Road Central, described as a "commission agent," filed a suit against R. F. Daly, a partner in the Owl Grill Rooms, to recover the sum of \$8,333, 1/3, equivalent to Tls. 600, being amount due under three promissory notes dated the 11th January, 1909, and payable two, three and four months, respectively, after date. Mr. J. H. Gardiner appeared for the plaintiff and Mr. W. B. Hind, of Messrs. Brattins and Hett, represented the defendant.

Mr. Hind informed the Court that his client had left for Manila by the night-boat on Saturday last.

His Lordship—When is he coming back?

Mr. Hind—I don't suppose he will come back at all. I ask for a month's adjournment.

His Lordship—I can't adjourn the case for one month.

Mr. Hind—As a matter of fact, if your Lordship adjourns the case for a month, I may be able to get an admission from Mr. Daly that he signed these documents. My friend will not be indemnified by an adjournment.

Mr. Gardiner—I may be.

His Lordship—Why did he go to Manila?

Mr. Hind—For the purpose of getting work.

Mr. Gardiner said there were certain notes which might be found due to the plaintiff at the Owl Grill Rooms, in connection with the Owl Grill Rooms. If there was a surplus, his client was entitled to half the surplus.

His Lordship—Are there any other creditors?

Mr. Gardiner—They're all satisfied. There are no other creditors.

Mr. Gardiner then proceeded to open his case. He said that the notes had been made out at Shanghai in connection with another person and his client was entitled to sue on these notes.

Plaintiff went into the box.

Mr. Hind—From whom did you get these notes?

Plaintiff—From Mr. Gardiner.

Mr. Hind—Did you see Daly sign the notes?

Plaintiff—No.

Mr. Gardiner I propose to go into the box and give the signature.

His Lordship—You'll have to go further than that. You'll have to produce some of the signatures.

Mr. Gardiner—One of the defendant's other signatures?

His Lordship—Yes.

Mr. Gardiner—I haven't got the signature, but I know defendant's handwriting.

His Lordship—We're not experts. His signature will have to be proved.

Mr. Gardiner said that could be done by calling the Registrar.

His Lordship—The case must be strictly proved. I must be satisfied that the Daly in this suit is the same Daly as in the other case. I don't give any directions to the Registrar.

Mr. Hind pointed out that the case was no signature with which to compare the one appearing on the notes.

At this point, Mr. Gardiner proceeded to his office and after a few minutes returned to Court with certain documents bearing the signature of the defendant.

His Lordship said he was satisfied that the signatures were the same.

Mr. Hind said there were two points on which his Lordship had to be satisfied. The first was whether the notes had in fact been signed by the defendant and secondly whether the notes were in fact endorsed by a man called Yung Sheng Fung. In support of plaintiff's case, there was only one document produced and that document contained discrepancies.

His Lordship—I'm quite satisfied as to the signatures. I won't hear you on that point.

Mr. Hind submitted there was insufficient evidence.

His Lordship—I'll now suit the plaintiff without costs. Of course, I can call Mr. Ramos in a fresh action to say that he knows the defendant.

After further argument, the arrangement was not considered worth while and the case was adjourned to Friday.

THE ANGLO-JAVA SCHBME.

CONVERSION REFLECTED.

The proposal to secure for the Anglo-Java Rubber Estates, Ltd., the advantages of quotation on the London Market at the cost of adding £500,000, or forty per cent, to the capital of the Company was rejected yesterday at a meeting of shareholders; and there can be little doubt that the Chairman's congratulations on the retention of so good a Company for Shanghai will find a general echo, as the N.C.D. News of 23rd inst. One point in connection with the meeting will appear very widely to the Shanghai public, and that is, the residue of the directors to abide by a show of hands among the shareholders present and to refrain from carrying their point by a count of shares represented. To the extent of the latter course being pursued, there can be little doubt that the proposition, which would have been attractive to large shareholders, would have been passed. An exceedingly sound precedent has been set, and the directors of the Anglo-Java Estates have not only secured a personal triumph, but have indirectly reassured public opinion in regard to one aspect of Shanghai's rubber problem.

Return of visitors to the City Hall Library and Museum for the week ending the 25th September, 1910.

Non-Chinese 375 229
Chinese 174 249

Total 549 478

RUBBER.

THE BRAZILIAN OUTLOOK—SINGAPORE PARA—SOME PROMISING LOW-PRICED SHARES.

A subscriber sends us the following cutting from Truth—

Advices from Brazil as to the state of the Amazon River and the reports as to the prevalence of yellow fever in the Bolivian rubber districts lead some support to the opinion that the South American output, during the next few months at least, will not be equal to last year's figures, and the quotations for forward positions in crude rubber have hardened in consequence. Once again the reported difficulties call attention to the dangers which beset those who season by season imperil their lives in an adventurous journey after rubber. And if further evidence were wanting of the hazardous nature of the occupation of the Brazilian rubber collector, and the remoteness of the prospect of laying under contribution the millions of trees which are said to exist untapped in the forests of Brazil, it can be found surely enough in the inducements which the Government itself have recently offered for the establishment in Brazil of cultivated rubber plantations. Ample proofs have been given by the Eastern rubber of his ability to produce plantation rubber at one-half of the cost at which the Brazilian can collect from wild trees; and with labour in Brazil scarce and unsatisfactory, and costing four or five times the cost of labour in Malaya, it is inconceivable that the Government of Brazil can do much to impede the inevitable transfer of the chief seat of the great rubber industry from South America to the Middle East. What Brazil has failed to do with rubber at \$8. and for per lb. she will never accomplish when the commodity has fallen to 3s. and at that figure many of the Eastern plantation shares which my readers hold will pay dividends of 100 and 200 per cent. The Eastern industry was entered upon long before rubber promised to fetch its present abnormal price, and it will remain to furnish us with rich dividends long after the commodity has fallen again to its normal value. Our course, indeed, is pretty clear; we shall do well to follow those pioneers who established the industry in the East, and who by their rare foresight and conspicuous ability have brought the rubber market to its present remarkable state of prosperity. Arabuko, Lumpur, Macleod, Rutherford—to mention only a few—are among those who have been instrumental, it is not too much to say, in bringing millions of profit into the pockets of British investors, and it is their lead which the wise investor will follow to-day.

The Singapore Para Company, to whose prospects I recently alluded, returns its first year's output at 61,000 lbs., thus nearly doubling the official estimate of 32,000 lbs., and as the rubber has realized an average of about 2s. per lb., and the cost production has been low, the directors should be in a position this month to declare a dividend not far short of 20 per cent. The property belongs to the well-known Anglo-Malay estate, and was acquired from a local Singapore company by Mr. Arabuko, who joined the board of the present company, handing over the estate to them at the price at which he had himself acquired it. The company thus started under very favourable conditions, and I am not surprised to hear that the very satisfactory results obtained by the company have induced the original owners to offer the remainder of their property to Singapore Para for a consideration, be it noted, payable wholly in shares; and investors may well take this hint as to the present value and future prospects of the shares. The new property includes, I understand, 1,500 acres of planted rubber, some of which is already in bearing; and should materially strengthen the position of Singapore Para as a producer. The shares, I hear, are to be split into 100 shares at the forthcoming meeting, and with the announcement of the company's first dividend, and of its new acquisition, the market looks for an advance in the quotation.

As the end of the holiday season approaches greater market activity may in the ordinary course be looked for, and it will be strange if the rubber share market, which gained so much in popular favour during the early part of the year, does not reawaken from its temporary torpor into some share at least of its former buoyancy. At the present low level of prices one does not care to advise investors to dispose of any sound holdings, but at the year advances I shall probably from time to time advise my readers to exchange out of some of their six-hundred-pounds-per-acre shares into the low priced junior issues, which will, I think, mark great advances and provide some handsome profits during the next year or two of rubber history. It is always wise to distribute one's risks pretty widely, and holders of rubber shares would do well to divide their holdings, as I have before advised, among the heavy dividend payers, the promising junior companies, the trust companies (now at a more reasonable level), and the well-managed, but necessarily more speculative, wild rubber group, always taking care not to hold too large a proportion in any one section, and never, of course, adopting the dangerous practice of carrying shares on borrowed money.

Some of the shares which I warned my readers not to purchase at a premium now look attractive at a substantial discount, and among these Garing may be mentioned. Mr. Maude, of Cicely, strongly advised the purchase of the estate at £40,000. The issued capital of £68,000 at the present quotation of 15s. per share, less £28,500 working capital in hand, reduces the market valuation of the 900 acres of rubber (over 600 acres of which are nearly three years old) to £37,500, or approximately £30 per planted acre. The working capital is said to be sufficient to bring the planted area into bearing and to open up the greater part of the company's unplanted area, of 1,000 acres, and the presence of a King's director on the board may be taken as sufficient guarantee of experienced and capable management. Mr.

Maude is responsible for the following estimate of output—

1911.....	35,000
1912.....	75,000
1913.....	125,000
1914.....	185,000

Total..... 410,000

On the very low basis of an average net profit of only 2s. 6d. per lb. the total of the four years' profits is sufficient to cover the present market valuation of the whole of the company's issued capital, and there would appear to be good reason for Mr. Maude's opinion that the value of the estate must increase very considerably as the rubber market continues to expand, and the company's output returns are exceeding prospects expectations. In Ladang, however, and a realization of its revised output estimate for the year ending June next should enable the company twelve months hence to pay its maiden dividend. Possessing ample working capital and having the advantage of a plentiful supply of cheap labour, the company is extending its area in a manner which will ensure its ownership of a considerable planted acreage at a very moderate capital cost; and its older rubber and its revenue from coffee will provide satisfactory dividends during the period in which the younger portion of the estate is being brought into bearing. The low valuation on which the company was floated, makes for substantial future dividends, and the shares, which are now obtainable at a small premium, particularly commend themselves to investors who wish to secure a low-priced, dividend-paying share in a moderately capitalised company with the prospect of substantial capital appreciation.—Truth.

P.R.C. AQUATIC SPORTS.

THIRD DAY.

There was a large attendance of interested spectators at the V.R.C. on Saturday afternoon to witness the concluding events of their annual aquatic sports. Among those present were quite a number of ladies. The Band of the Buffs discoursed a pleasing selection of music.

The following are the results—

HURDLE RACE FINAL.

A. A. Jones (recs. 6 secs.)..... 1
B. Galt (recs. 7 secs.)..... 2
A. J. V. Ribeiro (recs. 8 secs.) also started. The race was a good one throughout with a close leading from start to finish; he won the race with a yard to spare from the second man, Galt. Half a yard separated the second man from the third.

Time: 32 2/5 secs.

DIVING FOR OBJECTS.

D. E. Carvalho..... 1
W. Edwards..... 2
The two competitors tied for first place with five objects each. In the first Edwards came up with nothing. This made things easy for Carvalho who dived in and soon came up to the surface with two objects. Thus, the first prize was awarded to him.

TWO LENGTHS (FINAL)

C. H. Lyson (recs. 6 secs.)..... 1
A. A. Jones (recs. 6 s. 10)..... 2
Alves had a slight lead at the start, and in the return journey he kept well close together and finished a fine race with Lyson winning by a touch.

Time: 34 secs.

CLUB CHAMPIONSHIP 100 YARDS. Challenge Cup presented by Mr. Dorabjee to be won 3 years before becoming the property of the challenger. Four Lengths.

C. J. Cooke..... 1

O. Humphreys..... 2

H. W. Petersen..... 3

Al got off well together with Humphreys winning a slight lead in the first length. In the second Cooke drew level with him. While the third lap was on Peterson retired and left the remaining two to decide the race. Humphreys followed suit at the finish of the third lap, and Cooke was left to finish the race. This swimmer, who was still swimming strong, won an easy race without being pressed the time of 56 4/5 secs. Cooke was received with loud cheers from the spectators. Humphreys won this event for two previous years in succession. His time last year was 65 3/5 secs.

SWIMMING IN PAIRS.

C. J. Cooke..... 1

F. K. Tata..... 2

L. E. Lumert..... 3

A. A. Alves..... 4

An exciting race was seen at the finish, when the winning pair won by only half a yard.

Time: 20 secs.

TEAM RACE TWO LENGTHS

C. J. Cooke, C. H. Lyson, J. C. Barretto, J. A. S. Alves, C. H. Jones, A. V. Barros, E. L. Dorabjee, and L. E. Lumert..... 1

R. C. W. H. C. A. C. Rodriguez, C. W. Petersen, J. M. R. de la Cruz, A. J. V. Ribeiro, F. K. Tata, A. H. Carroll, and W. J. Carroll..... 2

F. M. da Cruz, L. G. Cordaro, A. S. Ellis, A. A. Alves, M. A. R. de la Cruz, H. J. White, W. Edwards, and R. J. Moorey..... 3

This event resulted in a closely contested race. Only three yards separated the first team from the third one.

Time: 4 mins. 31 secs.

CO-SOLATION RACE.

F. M. da Cruz..... 1

H. W. Petersen..... 2

H. W. White, F. L. de la Cruz, L. G. Cordaro, A. J. V. Ribeiro and A. V. Barros also started. This race was considered the best of the day. All the swimmers were very close to one another at the finish. Cruz won by a yard from Petersen, in the good time of 51 3/5 secs.

WATER POLO.

Blues—L. E. Lumert (Capt.), R. C. W. H. C. A. C. Rodriguez, H. W. Petersen, A. S. Ellis, R. A. Carroll, H. J. White, and J. C. Barretto..... 1

Whites—C. J. Cooke (Capt.), A. V. Barros, F. L. de la Cruz, C. A. C. Rodriguez, J. M. R. de la Cruz, A. J. V. Ribeiro, and F. K. Tata..... 2

The three days' sports concluded with a game of water polo between teams composed of "Whites" and "Blues." On paper the teams looked very even but in water the Blues were much superior to the Whites. The game was a fast one from start to finish, and at the commencement of play the Blues scored a goal with the aid of Ellis passing the leather to Carvalho, who put in a good shot. Petersen now had a good try, but White in goal saved with ease. Both teams now had a goal at each other's goal for considerably long time with nothing resulting and at last Ellis got the leather in a difficult position and scored the second goal for the Blues. At the close of the first half Petersen sent in a stinger and Ellis followed up with a patch shot and scored the third and last goal of the game. The whites then bounded for half time.

In the second half play was very even with both teams showing wild. The game ended in a win for the Blues by 3 goals to nil. H. J. White played a rattling good game in goal for the winning team and adjourned to the Gymnasium where Mr. F. K. Tata graciously presented the prizes to the successful competitors. Mr. Frank Lumert, the popular hon. sec. of the V.R.C., then handed a handsome bouquet of flowers to Mrs. Foryth. Three hearty cheers for Mrs. Foryth and three more for the ladies brought the proceedings to a close.

To-day's Advertisements.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary on SATURDAY, the 15th proximo, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents, Hongkong, 24th September, 1910. [637]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship "JAPAN."

Captain A. Stewart, will be despatched for the above Ports, on WEDNESDAY, the 28th inst, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 16th September, 1910. [619]

COMMERCIAL.

24th September, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Allagans.....	4/6
Anglo-Javas.....	11s. 7
Anglo-Malays.....	15/1
Belgones.....	51s
Batu Tigas.....	102/6
Bertams.....	7/9
Bukit Kajangs (pp.).....	59/
Bukit Rajahs.....	59/
Carey Uniteds.....	15/6 prem.
Castlefields.....	100/
Changkat Serdang.....	51s
Cheras (part paid).....	59 prem.
Da. (fully paid).....	52s
Damansaras.....	157/6
Eastern Internationals.....	10/- prem.
Fad. Selangors.....	—
Glenaleys.....	5s
Glenishels.....	—
Golconda.....	110/-
Golden Hopes.....	—
Highlands and Lowlands.....	105/6
Indragitis.....	5s
Jock Kenneths.....	—
Jequies.....	—
Jonglandors.....	—
Kamubings.....	5/- prem.
Kuala Lumpors.....	157/6
Landroons (fully paid).....	—
Landroons (ppd.).....	—
Labus.....	—
Ledbury.....	67/6
Linggis.....	49/9
London Asiatics.....	102/6
Lopdon Ventures.....	6/3
Melinas.....	7/6
Pajans.....	5/0
Pegohs.....	5/8
Rubber Trusts.....	17/6 prem.
Saggs.....	270/-
Sandycrofts.....	53/-
Sapongs.....	—
Seafields.....	—
Sekongs.....	20/- prem.
Shelfords.....	70/-
Singapore & Johore.....	51/4
Sumatra Paras.....	101/-
Sungel Chohs.....	80/-
Sungel Kapars.....	13/3
Tandjongs.....	—
Tangkals.....	27/6
Toerangs.....	2/- prem.
Ula Rants.....	57, 6
United Serdangs.....	57, 6
United Singapore.....	31, 35
United Sumatras.....	8/-
United Langkats.....	80/-
Tronchs.....	33/9
Para Rubber.....	7 1/2 per lb.

Events Coming.

Tuesday, 27th September, Sanitary Board meeting, 3 45 p.m.

Harbour race, 5 30 p.m.

Kowloon Cricket Club Annual Meeting at Club House, 5 55 p.m.

Wednesday, 28th September, Hongkong Football Club annual meeting, 3 50 p.m.

Thursday, 29th September, Bhai Aquatic Sports, at V.R.C. B.A.

Saturday, 1st October, Italian Convent Sale of Work, 10 a.m.

Hongkong Jockey Club, half-yearly meeting, at Hongkong Club Annex, 12 o'clock noon.

Opening of Kowloon-Canton Railway, British Section, 9 45 p.m.

Civil Service Sports, Happy Valley.

Monday, 3rd October, Italian Convent Sale of Work, 10 a.m.

Sale of Crown land at Kau U Fong, P.W.D., 3 p.m.

Sale of Crown land at Shaukwan, P.W.D., 3 p.m.

Eve of Jewish New Year.

Tuesday, 4th October, Italian Convent Sale of Work, 10 a.m.

Wednesday 5th October, Theatre Royal, "Nicola," 9 p.m.

Saturday, 8th October, Dairy Farm Co.'s annual meeting, 12 30 p.m.

Sunday, 9th October, Canton Insurance Office, annual meeting, 2 30 p.m.

Gymkhana Club, 6th meeting, Race Course, 4 30 p.m.

Intimations.

OWN FED CAPONS and CHICKENS

83 cents per lb.

THE DAIRY FARM CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 28th inst, will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 26th September, 1910. [638]

AWARDED GOLD MEDAL AT ANGLO-JAPANESE EXHIBITION.

PRICES: 4 Dzs. Quarts.....\$12.00 per case

8 Dzs. Pints.....\$13.50 " "

OF ALL WINE MERCHANTS

THEATRE ROYAL.

ONE WEEK ONLY.

The Incomparable NICOLA

And the same Original Company that Mystified New York 6 Months Chicago 3 Months London Vienna Berlin

And all the Principal Cities of the World

TONS OF ELABORATE 100 New Illustrations of ELABORATE STUNNING FEATS and SENSATIONAL SURPRISES

POSITIVELY THE GREATEST SENSATION THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

NICOLA'S Challenge Hand Out SENSATION Nothing on earth has yet been found that can hold Nicola's prisoners

GEORGE NADOLNY WHIFFLE & ADAMS America's Greatest Roccario Juggler Refined Singing and Dancing Artists

MARGUERITE SUTTON DOBSKI The Peerless Psychic Medium

SOLID HOURS OF LAUGHABLE MYSTIFYING AND EDUCATING ENTERTAINMENT

Commencing Wednesday, October 5, 1910.

SPECIAL MATINEE SATURDAY, OCTOBER 8, FOR LADIES AND CHILDREN.

Hongkong, 21st September, 1910. 754

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPEROR OF JAPAN" SATURDAY, OCT. 8TH.	"EMPEROR OF IRELAND" FRIDAY, NOV. 4TH.
"EMPEROR OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" MONDAY, NOV. 5TH.	
"EMPEROR OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPEROR OF JAPAN" SATURDAY, DEC. 3TH.	"EMPEROR OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPEROR OF CHINA" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPEROR OF INDIA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Emperors" of Britain and "Emperors of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

HONGKONG TO LONDON, 21st Class, via Canadian Atlantic Port or New York (Inland, Log Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 21st Class.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and equipment being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 21st Class.
Via New York 21st Class.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. GRADDOCK, General Traffic Agent,
Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TSINGTAU, CHEFOO & NEWHANG, TUNGSHING	WED'DAY, 28th Sept.	Noon.
SHANGHAI	WED'DAY, 28th Sept.	Noon.
TIENSIN	THURSDAY, 29th Sept.	Noon.
MANILA	THURSDAY, 29th Sept.	4 P.M.
SHANGHAI, KOBE & MOJI	FRIDAY, 30th Sept.	4 P.M.
MANILA	FRIDAY, 30th Sept.	4 P.M.
SHANGHAI, PENANG & CALOUTTA, YANANG	FRIDAY, 30th Sept.	4 P.M.
SANDAKAN	MONDAY, 10th Oct.	Noon.

RETURN TOURS TO JAPAN (OCCUPYING 34 DAYS).
The steamers *Kaituma*, *Namang* and *Hokoku* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yokohama, Kobe, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Singapore, Tawau, Uluken, Jerusalem and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 215.
Hongkong, 24th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA	"TEAN"	27th Sept.
SHANGHAI	"CHENAN"	29th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRA-	"CHANGSHA"	30th " 4 P.M.
LIAN PORTS		
HUIHOW & HAIPHONG	"SENGAN"	1st Oct. Noon.
SHANGHAI	"LIAN"	2nd " Daylight.
MANILA	"SALING"	4th " 4 P.M.
TSINGTAU, CHEFOO & NEWHANG	"KAIKONG"	5th " 4 P.M.
ILOILO & ORB	"KAIKONG"	6th " 4 P.M.
CHEFOO & TIENSIN	"HUIHOW"	6th " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anhui, Chuen, Linan, Chubua) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yunnan and Szechuan Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Place at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.
For Freight or Passage, apply to
RUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.
Hongkong, 24th September, 1910.

HONGKONG—MANILA.
CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Speed.	For	Sailing Date.
AAIRO	1540	A. Fraser	MANILA	SATURDAY, 1st Oct.
ROBI	1540	R. Rodge	"	SATURDAY, 5th Oct.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Telephone No. 14.
Hongkong, 24th September, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"SEATTLE MARU" Capt. T. Shit	6,182	WED'DAY, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 2nd Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steers passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG—SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANYING via SWATOW and AMOY	"SOSHU MARU" Captain Y. Yamamoto	WEDNESDAY, 18th Sept. at Noon.
TAMUI via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 2nd Oct. at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Captain Y. Fusan	THURSDAY, 6th Oct. at Noon.

SPECIAL REDUCTION OF 25% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG—NANKING, RETURN.
1st Class, \$73.00 2nd Class, \$55.00 3rd Class, \$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—
First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailing, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th September, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. E. Cope, Tons 9300 IYI MARU, Capt. T. Tokita, Tons 7300 HIRANO MARU, Capt. H. Frater, Tons 9300	WED'DAY, 28th Sept., at Daylight. WEDNESDAY, 12th Oct., at Daylight. WEDNESDAY, 26th Oct., at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagai, Tons 7000	SATURDAY, 8th Oct. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7000 TAMU MARU, Capt. K. Sato, Tons 7000	TUESDAY, 11th Oct., at Noon. TUESDAY, 8th Nov., at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5300 HIKOKI MARU, Capt. M. Yagi, Tons 6300	FRIDAY, 30th Sept., at Noon. FRIDAY, 26th Oct., at Noon.
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BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 4th October.
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SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. Teranaka, Tons 5300	THURSDAY, 9th September.
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NAGASAKI, KOBE and YOKOHAMA	HIKOKI MARU, Capt. M. Yagi, Tons 6300	WEDNESDAY, 28th Sept., at Noon.
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KOBE and YOKOHAMA	TANQO MARU, Capt. A. Christensen, Tons 8000	THURSDAY, 29th Sept., at 5 P.M.
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Fitted with new system of wireless telegraphy. 1 Cargo only. * Carried deck passengers
* Calling at Saigon.

CHEAPEST SUMMER RATES
BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.
YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN:

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.
Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailing, etc., apply to

T. KUBOMOTO
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

Through Bills of Lading issued for BANGALORE, PERIAN GULF, CONTINENTAL AMERICA, and SOUTH AFRICAN PORTS.

THE Steamship
"DELHI."

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 1st October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,911 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Esperanza*, due in London on 11th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consignees and Valuers of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 19th September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, VANCOUVER AND SEATTLE
via
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

Steamer	Tons	Captain	On about
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<i>Esperanza</i>	6,532	F. S. Cowley	19th Sept.
<i>Kamataka</i>	6,532	G. B. McGill	20th Oct.
<i>Ameyama</i>	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient indentment offered.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODD & CO., LIMITED,
General Agents.

Queens' Buildings
Hongkong 18th September, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN."

Captain McArthur, will be despatched at above on SATURDAY, the 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th September, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship
"INDRAWADI."

Captain W. Gray Williams, will be despatched at above on or about 19th Oct.

For Freight apply to
JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 19th September, 1910.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND
SUZ CANAL.

(With liberty to call at the Malacca Straits.)

S.S. "INDRAWADI" (10,000 tons) will be despatched at above on or about 19th Oct.

For Freight and further information, apply to
SHEWAN TOMES & CO.,
General Agents.

Hongkong, 18th September, 1910.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malacca Straits.)

PROPOSED SAILINGS FROM HONGKONG
FOR BOSTON NEW YORK.

S.S. "MUNICASTER CASTLE" (On or about 5th Oct.)
For Freight and further information, apply to
DODD & CO., LIMITED,
Agents.

Hongkong, 18th September, 1910.

Consignee.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship
"COBLENZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of September, at 9.30 A.M.

All claims must reach us before the 1st of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 20th September, 1910.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship
"FRINZ EITEL FRIEDRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of September, at 9.30 A.M.

All claims must reach us before the 1st of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 21st September, 1910.

FROM EUROPE.
THE H. A. L. Steamship
"C. FERD. LARSEN."

Captain Konstel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 5 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON BOARD
Ex. ss. *President Lincoln* from New York
Germania from Gothenburg
1/4 from Seattle.

HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 21st September, 1910.

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamers
"PALAWAN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at

ORIENTAL HOTEL.

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. L. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Hotel.

BAND I **BAND II** **BAND III**

AT THE
BELLE VIEW HOTEL
SHAUKIWAN ROAD,
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 25th September (weather permitting).
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner a la Carte 7.30 p.m.
Dining Rooms can be reserved by telephoning to the Hotel.
All cordially invited.
W. GALLAGHER, Manager.
Hongkong, 22nd September, 1910.

Intimations

Denmarks Pride

HEYMAN'S BUTTER

SIEMSEN & CO., Sole Agents.

For Sale.

FOR SALE
AT
GRACE & CO.
27, DES VUEX ROAD.

ASIATIC POSTAGE STAMPS
and
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card Albums.
Postage Stamp Catalogues for 1910.
Stock Books, Duplicate Pocket Books, Transparent Envelopes.
Treasurer, Magnifying Glasses, Postage Stamps.
Novels, Books for parlour and household use. Toy Books for Children.
Prayer Books, Religious Pictures, Pendants.
Medals, Statuettes, Flower Seeds.
Relief Scrap and Scrap Albums.
MANILA CIGAR AND CIGARETTES.
Inspection invited.
Hongkong, 25th January, 1910.

NEW SHOP!
JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS.

RARE JEWELS,
&c., &c., &c.MOHIDEEN &
GO.

Dealers in
Ceylon Precious

STONES, &c.,
38 & 40, QUEEN'S ROAD
CENTRAL.

Established since 1870.

AM APPEAL.

THE SUPERIOR QUALITY OF THE

CONVICT GARMENTS (Kangas) made

by the Hongkong and Shanghai

Textile Co., Ltd., is well known

for its quality and durability.

These garments are made from

the best quality of material and

are made to order.

They are sold at a very low

price and are very popular.

They are sold at a very low

price and are very popular.

They are sold at a very low

price and are very popular.

They are sold at a very low

price and are very popular.

STOCKS.	NO. OF SHARES.	VALUE PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROVED DIVIDEND BY SHAREHOLDERS AT MEETING	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$125	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
National Bank of China, Limited	99,935	7	26	\$4,000	\$4,000	\$4,000	\$4,000
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$450	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
North China Insurance Company, Limited	10,000	75	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$15	\$25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong, Canton & Swatow Steamship Co., Ltd.	50,000	\$15	\$15	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Do. Do. (Deferred)	60,000	25	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
"Shell" Transport and Trading Company, Limited	3,000,000	25	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
REFINERIES.							
China Sugar Refining Company, Limited	30,000	\$100	\$100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Luxemburg Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	25	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Headwaters Mining Company	60,000	25	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Ranch Australian Gold Mining Company, Limited	150,000	25	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Oriental Consolidated Mining Co., Ltd.	500,000	25	25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gas) & Co., Limited	15,000	\$25	\$15	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong and Whampoa Dock Company, Ltd.	30,000	\$50	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Shanghai Dock and Engineering Co., Ltd.	115,700	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Shanghai and Hongkong Wharf Company, Limited	15,000	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Central Stores, Limited	50,123	\$15	\$15	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
West Point Building Company, Limited	25,500	\$50	\$50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
COTTON MILLS.							
Hwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Loan-Ing-mow Cotton Spinning & Weaving Co., Ltd.	5,000	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Sey Chue Cotton Spinning Company, Limited	5,000	Tls. 50	Tls. 50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	5,504	12/6	12/6	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Dairy Farm Company, Limited	40,000	\$75	\$5	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Manischewitz & Co., Ltd.	35,000	Gs. 100	Gs. 100	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Philippine Company, Limited	75,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Shanghai-Samoa Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Societe des Pulpes et Papeteries du Tonkin	13,300	50	50	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
South China Morning Post, Limited	6,000	\$55	\$55	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Steam Laundry Company, Limited	20,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Watkins, Limited	10,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
William Powell, Limited	15,000	\$75	\$75	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000